

Frisco  
Department

Feb 23

c1ccccc1O  
ppm  
effluent  
↓

	8:00	8
Monday	11:30	8
	3:45	7

---

Tuesday	9:00	7
	12:00	7
	3:00	7

---

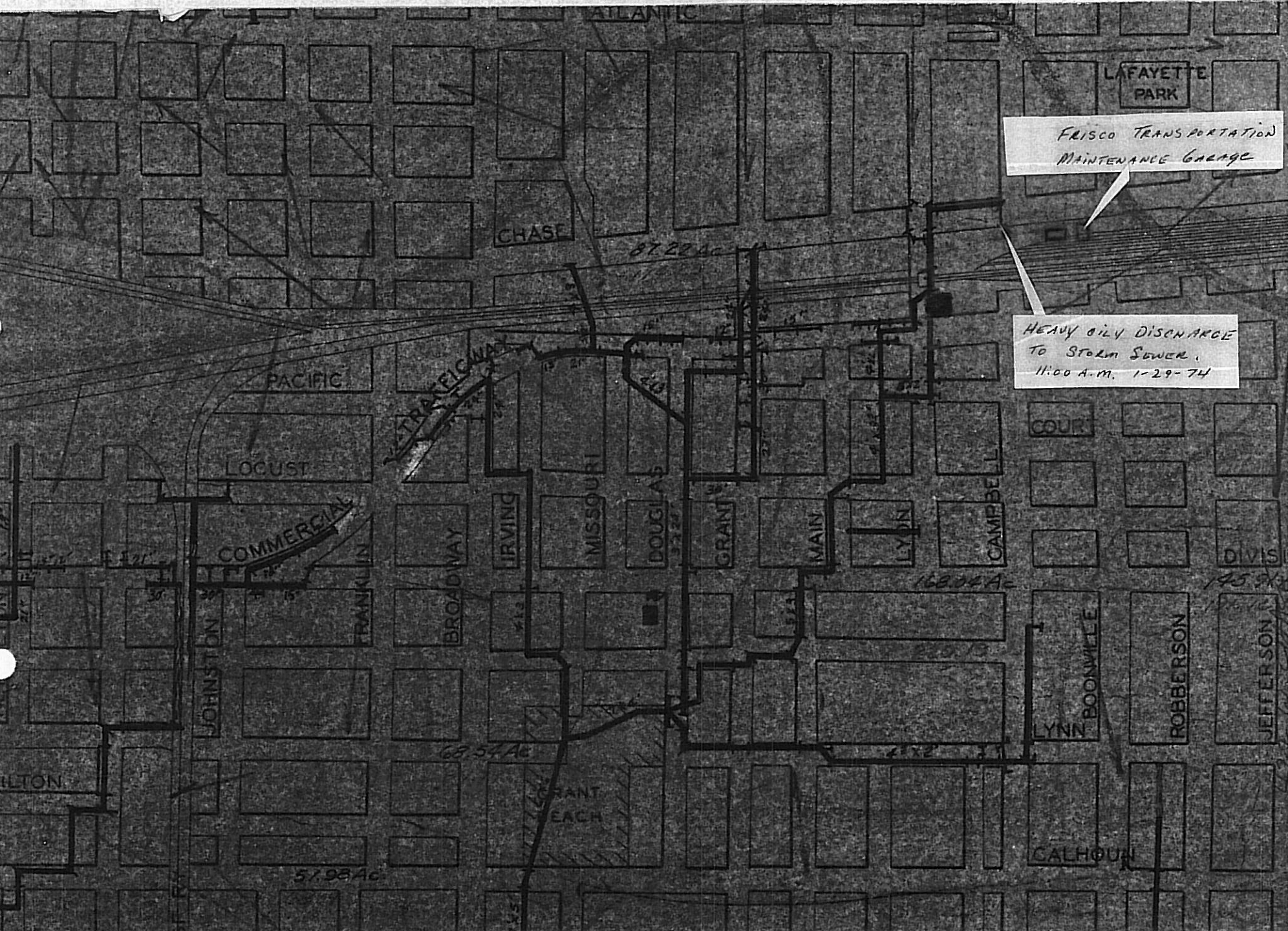
Wed	9:15	6
-----	------	---

3-5 influent

422 W. CHASE



BRIGHTLY COLORED RAINBOW  
OF OIL OBSERVED.  
10:00 A.M. - 1-29-74



FRISCO TRANSPORTATION  
MAINTENANCE GARAGE

HEAVY OILY DISCHARGE  
TO STORM SEWER,  
11:00 A.M. 1-29-74



May 10, 1978

Mr. G. E. Warfel  
Chief Engineer  
St. Louis-San Francisco Railway Co.  
3253 East Trafficway  
Springfield, Missouri 65802

Dear Mr. Warfel:

On a recent occasion, personnel from this office made a routine inspection of the cooling tower at your office on East Trafficway. It was found that the discharge from the tower is tributary to the storm sewer. It appears that this discharge is an apparent violation of City, State and Federal Law.

There are two means of correcting this problem:

1. Apply to the State of Missouri, Department of Natural Resources, for a permit to discharge under the authorization of the National Pollutant Discharge Elimination System (N.P.D.E.S.). The State will set parameter limits on this discharge.
2. Eliminate the discharge by connecting it to the sanitary sewer.

If you decide to connect to the sanitary sewer, we would require that you supply this office with a complete list of all chemicals used as scale removers, corrosion inhibitors, etc., and quantities of each, plus an estimate of quantity of flow.

If you have any questions, please feel free to call.

Yours truly,

Gene Pabst  
Water Pollution Control Inspector III  
Surveillance and Enforcement

GP:pg

cc: Mr. John R. Nixon, Regional Administrator, Department of Natural Resources  
Mr. Henry Cole, Sanitary Engineer, City of Springfield  
✓ Public Works File

422 W. CHASE



CITY OF SPRINGFIELD  
INTER-OFFICE MEMORANDUM

ATTENTION OF MEMOTO FILE

DATE March 15, 1977

DEPARTMENT

Re: Frisco Transportation  
422 W. Chase

Stephen Short and Gene Pabst told Bob Corson and I about a leaking portable fuel tank at the above address. They also mentioned that Fire Marshals had investigated and taken no action. We checked it out and found that the tank was indeed leaking around a valve and the ground appeared saturated as well as having a strong smell of fuel oil. We taked to some gentlemen inside and they told us that they had no jurisdiction and that we should contact Frisco Railroad. They gave us a number to call. We are also going to contact the fire department. The men in the office also mentioned that the tank (vol. ca. 900 gal.) has been there since February 3, 1977. A tank this large (>660 gal.) requires a dike or other catchment structure according to sec. 311 of P.L. 92-500 [Title 40, Chapt. 1, Subchapt. D. § 112.7 (e)].

I contacted Fire Marshal Jordan and was informed that the leak was to be repaired. He waid he would contact a Mr. Fitzpatrick (862-2722 Ext. 805) at Frisco and see why the fitting was still leaking. Jordan said that the tank is to be removed by May 14, 1977. Therefore will we not require Frisco to dike the tank. *probably*

422 W. CHASE

SIGNED

John Witherspoon

over for

4/4/77

Fire Marshal Jordan called me this morning and informed me that the tank at Inco Transportation had been removed and would not be used again.

This action followed a spill resulting from constant leakage from this tank which was handled by Gene Pabst and Stephen Short (see Spill Record 3/29/77 entry).

MP



CITY OF SPRINGFIELD  
INTER-OFFICE MEMORANDUM

ATTENTION OF MEMO TO FILE

DATE March 8, 1976

DEPARTMENT \_\_\_\_\_

Re: Frisco Transportation  
10:00 A.M. Monday

G. Pabst and H. Criswell met with Mr. O. D. McCall and Mr. Willis Melgren to discuss the correction of the problem area's in their maintenance garage. Mr. McCall and Mr. Melgren expressed to us that they are going to contact their engineers, immediately, and have them look at the situation. They will contact this office, by mail, when they have reached a decision on the action they will take to correct the problem.

Also, Mr. McCall and Mr. Melgren took us to the site at which they buried the material that was removed from the East Branch of Sanford Creek which was spilled at their loading dock at their intersection of Chase and Lyon Ave. The burial site is located in the Frisco Railroad's Main Yards at 1625 N. Lexington. The material is buried approximately 3 ft. below the ground surface. The soil in this area is a red clay type of soil. There appears to be no problem with subsurface drainage from the burial site.

:mh

SIGNED \_\_\_\_\_

*Eugene Pabst*  
Eugene Pabst, Water Pollution Control  
Inspector III

422 W. CHASE





FRISCO TRANSPORTATION COMPANY

3253 East Trafficway Springfield, Mo. 65802 (417) UN 2-2722

March 8, 1976

File: 15-15-2

Mr. Harry Criswell  
Associate Enviromental Engineer  
City of Springfield  
830 Boonville Avenue  
Springfield, Missouri 65802

Dear Harry:

Enclosed is a copy of letter you requested. As we discussed this date, please furnish me with names of people to contact in Springfield, should a hazardous material incident occur.

Respectfully,

G. L. Melton  
Manager-Operations

Enc.

cc: Mr. O. D. McCall

422 W. CHASE

Springfield - February 19, 1976  
File: 15-15-2

Messrs.  
Walker  
Nesselhauf  
McLaury  
Cresap  
Edwards

SUBJECT: Hazardous Materials

Please be informed that effective this date all hazardous material incidents will be reported to General Office, Springfield. Information as to quantity, type of material, location, packaging, etc. must be reported. Do not destroy material until you receive instructions to do so.



G. L. Melton  
Manager-Operations

cc: Mr. O. D. McCall

422 W. CHASE

Springfield - February 20, 1976

File: 12-2

Messrs.

J. H. Cresap

J. T. Edwards

R. M. McLaury

L. J. Nesselhauf

G. R. Walker

**SUBJECT: Commodity List of Hazardous Materials  
and Transportation by Common Carrier.**

Attached hereto is copy of excerpts from Code of Federal Regulations No. 49, Part 172, Commodity List of Hazardous Materials and Part 177, Shipments Made by way of Common, Contract, or Private Carriers by Public Highway.

It is very important that you read this carefully and familiarize yourself with the provisions therein.

A. B. Cable

Attachments

422 W. CHASE



INDUSTRIAL WASTE INVESTIGATION AND SURVEILLANCE STATUS REPORT

FIRM NAME Frisco Transportation Co.

ADDRESS 422 W. Chase

TELEPHONE 869 7373

PERSONNEL CONTACTED Don Young

POSITION Mgr.

POSITION \_\_\_\_\_

POSITION \_\_\_\_\_

ACTION INITIATED BY: \_\_\_\_\_

1) 1-29-74 - oil spill investigation report

422 W. CHASE



CITY OF SPRINGFIELD  
INTER-OFFICE MEMORANDUM

ATTENTION OF Charles H. Criswell

DATE March 4, 1976

DEPARTMENT Water Pollution Control

Re: Frisco Transportation Spill

On Friday, February 13, 1976, at the intersection of Nichols and Broadway, where the closed storm box opens, oil was noticed on the East Branch of Sanford Creek. Tracing the oil back through the storm box it was found that the oil was coming from Frisco Transportation at 422 W. Chase. An underflow dam was immediately constructed using 2" x 4" 's with Fiberperl Sorbent Material behind it, at Franklin Ave. and the East Branch of Sanford Creek. Contact was made with Mr. O. D. McCall, Manager, Equipment Maintenance, and found that the oil was coming from their garage area. The floor drains, in their garage, are attached to the storm sewer through a sump. After further investigation it was also found that Frisco Transportation had an accident on their loading docks, about 2 days before the 13th of February and spilled small quantities of a variety of materials. A complete list of chemicals and quantities is attached.

The truck that the spill occurred in was washed out with water onto their lot and then into the storm box. Mr. McCall was informed at that time that he should report this spill to the Department of Natural Resources and the Environmental Protection Agency.

Another underflow dam was constructed above the one at Franklin Ave. & East Sanford Creek using 2" x 4" 's stretched across the creek with 3-M Absorbent Cloth behind it. Additionally, a boom of oil absorbent material was stretched across the creek below Franklin Ave.

The main cleanup site was at the intersection of Nichols St. and Broadway, where the closed storm box opens up. Mr. Willis Milgrem, Chemical Engineer, Frisco Railroad, and Mr. J. P. Fite, Engineer of Tests, Frisco Railroad were at the cleanup site along with Mr. O. D. McCall. A septic tank truck owned by Mr. Jack Blackburn, was obtained to pump off the oil from the surface of the creek at Nichols St. & Broadway. Approximately 2,000 gallons of water and oil were removed. This was disposed of on Frisco Railroad's property, in a pit that they constructed in order to dispose of this material.

On Saturday, February 14, 1976, Frisco Personnel were present at the cleanup site and skimmed off the oil by hand that had accumulated over night. City Personnel checked on the cleanup site several times during the weekend.

On Tuesday, February 17, 1976, a city Sewer Maintenance Crew tried to flush the remaining material out of the storm box, from the intersection of Chase and Lyon, with 1500 gallons of water. This amount of water only washed the material a couple of blocks within the storm box.

On Wednesday, February 18, 1976, a fire hydrant at the intersection of Chase and Campbell Ave., was opened for approximately 30 minutes at a rate of 300 gallons/minute, hoping to push the material out of the storm box. This was unsuccessful. At approximately 2:00 P.M. on the 18th another fire hydrant

SIGNED \_\_\_\_\_

422 W. CHASE



CITY OF SPRINGFIELD  
INTER-OFFICE MEMORANDUM

ATTENTION OF \_\_\_\_\_

DATE \_\_\_\_\_

DEPARTMENT \_\_\_\_\_

was opened at the intersection of Concord and Hovey, at a rate of 300 gallons/minute, hoping to put enough water behind the oil to push the material out of the closed storm box. This also proved to be unsuccessful. Although this additional water was pushing the material closer to the storm box opening, it was not enough flow to push it all of the way out to where it could be removed.

On Thursday, February 19, 1976, another septic tank truck load was removed and disposed of on Frisco Railroad's property at approximately 11:45 A.M.

Thursday afternoon a fire hydrant was opened for 10 minutes at a rate of 1000 gallons/minute at the intersection of Webster and Missouri Ave.

At 9:00 A.M. on Friday, February 20, 1976, the fire hydrant at the corner of Webster and Missouri Ave. was again opened. The rate of flow was 1220 gallons/minute for 25 minutes. This quantity of water was sufficient to push the remaining material out of the storm box.

A septic tank truck, again Mr. Jack Blackburn's, was present at the cleanup site to remove the material as the oil absorbent material skimmed it off.

The underflow dams at Nichols St. and Broadway, and the one at Franklin Ave. and East Sanford Creek were removed. The boom below Franklin Ave. was allowed to remain in place for approximately 5 more hours, before it was removed, to catch any material that might have been missed.

SIGNED \_\_\_\_\_

*Eugene Palst*

422 W. CHASE



2 gallon

Gresylic Acid - Disinfectant - Sheep dip  
50% Active Ingredient + Soap, H<sub>2</sub>O, Glycerine

---

3 gallon 1 pt

Toxaphene  
59% Active Ingredient

---

8 pt

Disodium Methane Arsenate  
6% Active Ingredient

---

2 pt  
mixture of

Dimethyamine salt of 2,4 - D (Dichlorophenoxy acetic acid)  
Dimethyamine salt of Dicamba

---

422 W. CHASE

## Frisco Transportation Spill

On Friday Feb. 13, 1976, at the intersection of Nichols & Broadway, where the closed storm box opens, oil was noticed on the East Branch of Sanford Creek. Tracing the oil back through the storm box it was found that the oil was coming from Frisco Transportation at 422 W. Chase. An underflow dam<sup>using 2"x4"s with Fiberperl Sorbent Material behind it</sup> was immediately constructed at ~~the~~ <sup>the</sup> Franklin Ave. and ~~the~~ <sup>the</sup> East Branch of Sanford Creek. Contact was made with Mr. O. D. McCall, Manager Equipment Maintenance, and found that the oil was coming from their garage area. The floor drains, in <sup>the</sup> garage, are attached to the storm sewer through a sump. After further investigation it was also found that Frisco Transportation had an accident on their loading docks, <sup>about</sup> 2 days before the 13<sup>th</sup> of Feb, and had spilled small quantities of a variety of materials. A complete list of chemicals and quantities is attached.

The truck that the spill occurred in was washed out with water onto their lot and then into the storm box. Mr. McCall was informed at that time that he should report this spill to the Department of Natural Resources and the Environmental Protection Agency.

Another underflow dam was constructed above the one at Franklin Ave. & East Sanford Creek using 2"x4"s stretched across the creek with 3M Absorbent <sup>cloth</sup> material behind it. <sup>Additionally,</sup> A boom of oil absorbent material was ~~stretch~~ stretched across the creek below Franklin Ave., ~~also~~.

The main cleanup site was at the intersection of Nichols St. and Broadway, where the closed storm box opens ~~into~~ up.



Another underflow dam was constructed above the one at Franklin Ave. & East Sanford Creek using 2"x4"'s stretched across the creek with 3-M Absorbent <sup>cloth</sup> material behind it. <sup>additionally,</sup> A boom of oil absorbent material was ~~stretch~~ stretched across the creek below Franklin Ave. ~~also~~.

The main cleanup site was at the intersection of Nichols St. and Broadway, where the closed storm box opens ~~into~~ up. ← Mr. Willis Milgrem, Chemical Engineer Frisco Railroad and Mr. J. P. Fite, Engineer of Tests Frisco Railroad were at the cleanup site along with Mr. O. D. McCall. A septic tank truck <sup>owned by</sup> Mr. Jack Blackburn, was obtained to pump off the oil from the ~~top~~ surface of the creek at Nichols <sup>St.</sup> & Broadway. Approximately 2000 gallons of

of water and oil were removed. This was disposed of on Frisco Railroad's property, in a pit that they constructed in order to dispose of this material.

On Sat. Feb. 14, 1976 Frisco Personnel were present at the Cleanup site and skimmed off the oil ~~the~~ by hand, that had accumulated over night. City Personnel checked on the Cleanup site several times during the weekend.

On Tues. Feb. 17, 1976 a City Sewer Maintenance Crew tried to flush the <sup>remaining</sup> material out of the storm box, from the intersection of Chase and Lyon, with 1500 gallons of water. This amount of water only washed the material a couple of blocks within the storm box.

On Wed. Feb. 18, 1976, a <sup>fire hydrant</sup> ~~fire hydrant~~, at the intersection of Chase and Campbell Ave, was opened for approximately 30 minutes, at a rate of 300 gallons/minute, hoping to ~~flush~~ <sup>push</sup> the material out of the storm box. This was unsuccessful. At approximately 2:00 P.M. on the 18th another fire hydrant was opened at the intersection of Concord and Hovey, at a rate of 300 gallons/minute, hoping to put enough water behind the oil to push <sup>the material</sup> ~~it~~ out of the closed storm box. This also proved to be unsuccessful. Although this additional water was pushing the material ~~closer and~~ closer to the storm box opening, it was not enough flow to push ~~it~~ all of the oil out to where it could be removed.

On Thurs. Feb. 19, 1976, another septic tank truck <sup>load</sup> ~~load~~ was removed and disposed of on Frisco Railroad's property. <sup>at approximately 11:00 A.M.</sup> On

~~On Friday Feb. 20, 1976 a fire hydrant~~

Thursday afternoon A fire hydrant was opened for 10 minutes at a rate of ~~1000~~ 100 gallons/minute at the intersection of Webster and Missouri Ave.

At 9:00 A.M.

<sup>Feb. 20, 1976</sup> On Friday the fire hydrant at the corner of Webster and



~~On Friday Feb. 20, 1976 a fire hydrant~~

Thursday afternoon A fire hydrant was opened for 10 minutes at a rate of ~~1000~~ 100 gallons/minute at the intersection of Webster and Missouri Ave.

At 9:00 A.M.

Feb. 20, 1976

On Friday the fire hydrant at the corner of Webster and Missouri Ave. was again opened. The rate of flow was 1220 gallons/minute. ~~The hydrant was open for approximately 25 minutes at this rate.~~ <sup>for 25 minutes.</sup> This quantity of water was sufficient to push the remaining material out of the storm box.

A septic tank truck, <sup>again</sup> Mr. Jack Blackburn's, was present <sup>at the cleanup site</sup> to remove the material as the oil absorbent material skimmed it off.

The underflow dams at Nichols St. and Broadway, and the one at Franklin Ave. and East Sanford Creek were removed. The boom below Franklin Ave was allowed to remain in place for approximately 5 more hours, <sup>before it was removed,</sup> to catch any material that might have been missed.



2 gallon Cresylic Acid - Disinfectant - Sheep Dip  
50% Active Ingredient + Soap, H<sub>2</sub>O, Glycerine

3 gallon 1 pt Toxaphene  
59% Active Ingredient

8 pt Disodium Methane Arsenate  
6% Active Ingredient

2 pt mixture of { Dimethylamine salt of 2,4-D (Dichlorophenoxy acetic acid)  
Dimethylamine salt of Dicamba

stop

Discovered 13th - completed 19th 20th

- Rain 19th -

314-449-3761

Whitely - called Mel 2:45 PM Tuesday 2<sup>ND</sup>

Thousands of fish dead (maybe as long as 10 days)

6 mi stretch of James River - beginning at Wilson

422 W. CHASE

Harley Paint

1940 E. Thurfway

B.O.D. 747.5#/CCF  $-1.6 \times .052 = \$38.7868 / \text{CCF}$

S.S. 66.17#/CCF  $-1.9 \times .06 = \$ 3.8562 / \text{CCF}$

ATA \$ 42.643

{ use is less than } 24 use  $\longrightarrow$  \$ 1023.43 surch  
observed discharge

\$ 8.66

Morris Industries Inc.

Accounts Payable

P.O. Box 27385

Omaha, Nebraska 68127

314-449-3761

June 11  
Wilson - 6 mi  
several thousand  
diesel run time  
10 days ago

422 W. CHASE

Swico  
862-27  
8246  
Fast Lab

December 17, 1975

Marilyn Wells  
Customer Accounting  
City Utilities of Springfield  
M. P. O. Box 551  
Springfield, Missouri 65801

Re: Accounts 16-45-14200,  
16-45-14210

Dear Marilyn:

As you know, Derel and I caused the above two accounts to be incorrectly billed for the months of September and October, 1975, due to confusion of the account numbers. Subsequently, adjustments were requested and have been posted and the customers notified. We now have found that we had given you one adjustment figure in error. The billing and adjustments are summarized following:

16-45-14200, St. Louis-San Francisco Railway c/o Mr. E. W. Heiss					
<u>Month</u>	<u>Use</u>	<u>Figures Billed Amount</u>	<u>Correct Use</u>	<u>Figures Amount</u>	<u>Adjustments(s)</u>
August	809	275.56	809	275.56	
September	3037	1033.08	1024	348.66	
October	5863	1993.92	678	231.02	
	(November 6, 1975)			(Write off (Write on	-3027.00) + 579.68)
November	491	167.44	491	167.44	
16-45-14210, St. Louis-San Francisco Railway c/o Mr. John P. Fite					
August	1986	675.74	1986	675.74	
September	0	.50	2013	684.92	
October	0	.50	5185	1763.40	
	(November 13, 1975)			(Write on	1032.58)
November	4419	1502.96	4419	1502.96	

422 W. CHASE



Marilyn Wells  
December 17, 1975  
Page 2

On account 16-45-14200, the write off is equal to the total amount billed in September and October, and the write on is equal to the amount which should have been billed. The account is correct as shown.

On account 16-45-14210, the write on is equal to the correct September billing @ 2013 ccf plus a figure evidently taken from the September billing of 14200 @ 1024 (less 1.00 for the customer charges which were billed.) The correct figure would have been  $2013 + 5185$ . The account is due billing for an additional 4161 ccf @ .34/ccf or \$1414.74.

The customers are being informed of the status of sewer billing on the two accounts by means of copies of this letter to each. If we may be of further assistance or can answer any questions, please do not hesitate to call.

Yours truly,

Charles H. Criswell  
Associate Sanitary Engineer  
Water Pollution Control

HC:mh

ccs: Mr. Derel Brunner, Revenue and Billing  
Mr. Edward W. Heiss, St. Louis-San Francisco Railway Co.  
✓ Mr. John P. Fite, St. Louis-San Francisco Railway Co.  
Public Works File

422 W. CHASE

Frisco Trans. Co.

Transportation 422 W. Chase  
Spill Feb. 13, 1976

Cleanup operation at Broadway &  
Nichols.

1

Frisco Trans. Co.

Transportation 422 W. Chase  
Spill Feb. 13, 1976

Cleanup operations at  
Broadway & Nichols

Picture taken of storm box  
opening at Broadway &  
Nichols.

2

Frisco Trans. Co.

Transportation 422 W. Chase  
Spill Feb. 13, 1976

Cleanup operation at Broadway &  
Nichols.

Picture of storm box opening at  
Broadway & Nichols.

3

Boiler discharge at the Southeast  
Corner of Chase & Lyon.

Feb. 13, 1976

4

Frisco Railroad  
April, 1976

Discharge to creek  
from industrial  
lagoon  
because valve to sewer  
not fully open

5

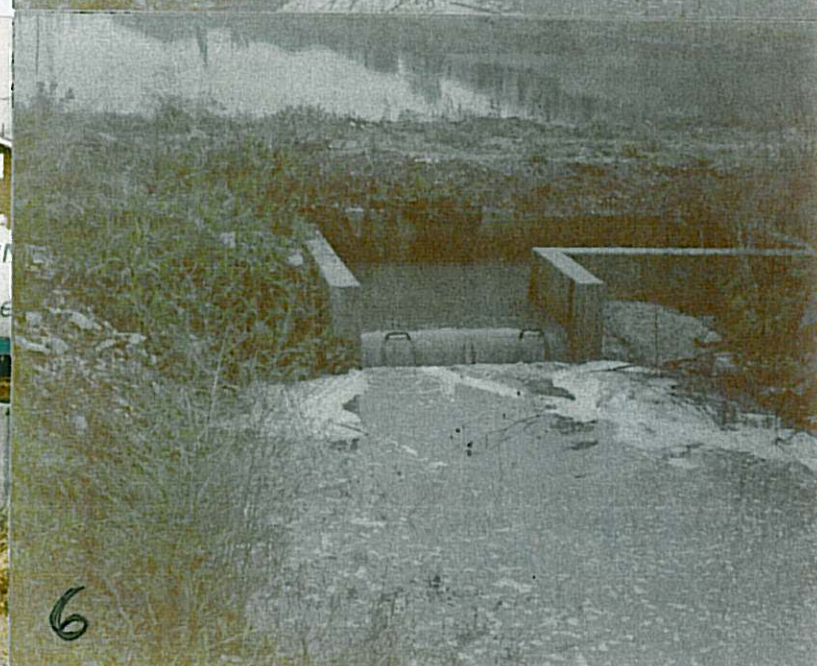
Frisco Railroad  
April, 1976

Discharge to creek  
from industrial lagoon  
because valve to  
sewer not open  
completely

6

422 W. Chase





422 W. Chase



Frisco Transportation Co.  
Spill 422 W. Chase

Feb. 13, 1976

Picture taken to the South  
of Broadway & Nichols after  
the closed storm box opens.

10

FRISCO TRAV. CO.

Frisco Transportation Co. 422 W. Chase  
Spill Feb. 13, 1976

Picture taken to the South of  
Broadway & Nichols after the closed  
storm box opens.

11

FRISCO TRAV. CO.

Frisco Transportation Co. 422 W. Chase  
Spill Feb. 13, 1976

Picture taken to the South of  
Broadway & Nichols after the closed  
storm box opens.

12

422 W. Chase

Frisco Transportation 422 W. Chase  
Spill Feb. 13, 1976

Cleanup operation at  
Broadway & Nichols.

Picture of storm box  
opening at Broadway &  
Nichols.

7

Frisco Transportation 422 W. Chase  
Spill Feb. 13, 1976

Picture taken just to the  
W of Broadway & Nichols after  
closed storm box opens.

8

Frisco Transportation 422 W. Chase  
Spill Feb. 13, 1976

Cleanup operation at Broadway &  
Nichols.

This picture is the storm box  
opening at Broadway & Nichols

9





422 W. Chase



Boiler discharge at the Southwest  
Corner of Chase & Lyon

Feb. 13, 1976



